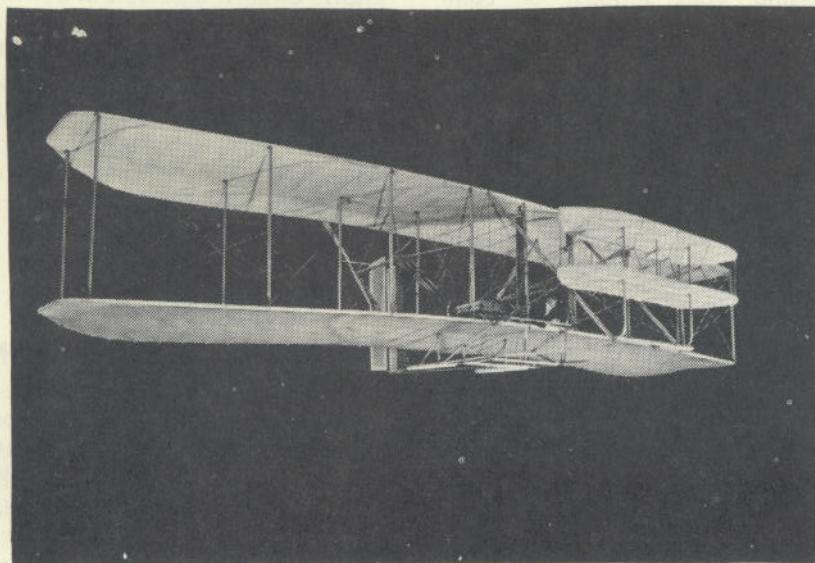
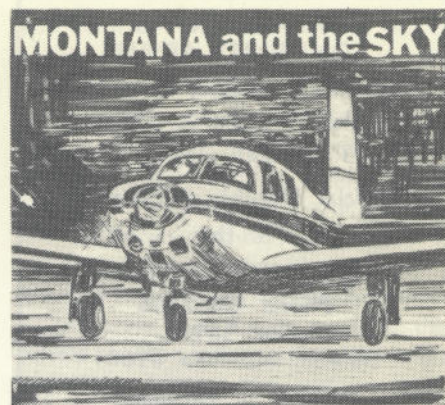




Wilbur and Orville Wright achieved the first manned, powered flight in this airplane on December 17, 1903 at Kitty Hawk, North Carolina. (Can be seen in National Air and Space Museum, Smithsonian Institute).



MONTANA DIVISION OF AERONAUTICS

Vol. 27 — No. 2

February, 1976

CHARTS AND DIRECTORIES

As stated in our last newsletter, we have received the 1976 airport directory fillers and now that the big rush of registration is over we will be mailing them to those who ordered fillers only.

We were waiting to send both the chart and directory to those who ordered both items. However, we just received the charts from the printers and they are unacceptable and will have to be reprinted. We will, therefore, be mailing the directories to all who ordered them and the charts will not be available for some time yet.

We are sorry about this inconvenience, but it has been unavoidable on our part.

AERIAL APPLICATORS TRAINING SCHEDULED

By: ROBERT H. LaRUE, Pesticide Div.
Department of Agriculture

The Montana Department of Agriculture, in cooperation with the Extension Service, will conduct a pesticide applicators training course in Bozeman, March 22-26, 1976.

This course is designed for aerial applicators to become certified to pur-

chase and apply restricted use pesticides. Certification is required by the Federal Insecticide, Fungicide, and Rodenticide Act, as amended, passed by Congress and signed into law October 21, 1972. FIFRA also requires that the Environmental Protection Agency classify all pesticide products into "general" and "restricted use." Commercial applicators desiring to use only general use pesticides will be licensed and those applicators desiring to purchase and use restricted use pesticides will be certified.

Applicators desiring to become certified must be knowledgeable of the following general standards:

I. Label and Labeling Comprehension.

- A. The general format and terminology of pesticide labels and labeling.
- B. The understanding of instructions, warnings, terms, symbols, and other information commonly appearing on pesticide labels.
- C. Classification of the product, general or restricted.
- D. Necessity for use consistent with the label.
- II. **Safety.** Factors including:
 - A. Pesticide toxicity and hazard to man and common exposure routes.
 - B. Common Types and causes of pesticide accidents.

(Continued on Page 2)

IMPORTANT NOTICE

Mr. Bill Lovett, Facility Chief, Salt Lake City Air Route Traffic Control Center, will hold two briefings in Helena for all pilots interested in the new procedures involved in the March 25, 1976 closure of the Great Falls Center and changeover to the Salt Lake Center. The meetings will be held at the Aeronautics Division office on the Helena Airport at 3:00 and 7:00 p.m. March 11.

**DEPARTMENT OF
COMMUNITY AFFAIRS**

**Thomas L. Judge, Governor
Ronald P. Richards, Director
Martin T. Mangan, Deputy Director**

**Official Monthly Publication
of the**

AERONAUTICS DIVISION

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Box 1698

Helena, Montana 59601

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Edited by: Bernice M. Peacock



*Administrator's
Column*



The Aeronautics Board will meet March 18 and 19 at the Aeronautics Division and anyone wishing to attend is certainly most welcome. If you have anything you wish to present to the Board and are unable to attend, please give me a call or write a letter

expressing your request or comments.

* * * * *

I am pleased to report that in spite of the confusion and inconvenience caused by the aircraft registration deadline of February 1, we have 1,443 aircraft registered to date, which is 212 more than were registered in 1975. We anticipate more aircraft will be registered throughout the year. We have 2,470 pilots registered as of this date for 1976, which is 98 more than we had registered this same time one year ago. However, there were 3,205 pilots registered for 1975.

* * * * *

The Airport Development Aid bill is still in limbo as explained in Dave Kneedler's article in this publication. However, there has been one amendment that I think may be of interest to most all general aviation pilots. On February 5 the Commerce Committee adopted an amendment to SB1455 which reads: "On all airports where federal aid funds are expended, airports must provide general aviation gate at terminal building." The Montana Aeronautics Board has urged Senators Mansfield and Metcalf to support this amendment, stating that Montana general aviation strongly feels discriminated against by airports not providing terminal gate access. The Aeronautics Division has received many complaints regarding this matter and you may want to contact Senator Mansfield or Senator Metcalf requesting their support of your views.

* * * * *

Our flying requirements have held steady during the past month, even though adverse weather conditions and turbulence have been a continuing factor. The Aeronautics Division has flown other state agencies a total of 98.4 hours, and we have chartered fixed base operators 36.8 hours.

I intend to periodically expose some of you great old time aviators in this publication. I strongly feel a tribute should be given to those who have contributed so much toward our Montana aviation history so if anyone

knows of such a person in our midst, present or past (not included in Frank Wiley's book, "Montana and the Sky") please give us what information you may be able to furnish as well as suitable photographs, and we will make every effort to search out any other information necessary to write a short biography on that individual.

**MONTANA PILOTS
ANNUAL CONVENTION**

By: BILL SPICHER

Attention Montana Pilots—Plan to join the bicentennial spirit and attend the state MPA Convention "76 Freedom in Flight" to be held in Havre April 30 - May 2.

Mr. Dave Sclair, publisher of Western Flyer, will be featured guest speaker at the banquet and awards program Saturday evening at the Bear Paw Country Club.

State directors will meet Friday afternoon, followed by a poolside champagne hour at the LeHavre Inn and no-host dinner at the Red Lion. Saturday registration, business meetings, and men's luncheon will be at the Eagles Hall, while the women will join for lunch at the Iron Horse. Registration forms will be sent to local hangars in March.

(Continued from Page 1)

- C. Precautions necessary to guard against injury to applicators and other individuals in or near treated areas.
- D. Need for and use of protective clothing and equipment.
- E. Symptoms of pesticide poisoning.
- F. First Aid and other procedures to be followed in case of a pesticide accident.
- G. Proper identification, storage, transport, handling, mixing procedures and disposal methods for pesticides and used pesticide containers, including precautions to be taken to prevent children from hav-

ing access to pesticides and pesticide containers.

III. **Environment.** The potential environmental consequence of the use and misuse of pesticides as may be influenced by such factors as:

- A. Weather and other climate conditions.
- B. Types of terrain, soil, or other substrate.
- C. Presence of fish, wildlife and other non-target organisms.
- D. Drainage patterns.

IV. **Pests.** Factors such as:

- A. Common features of pest organisms and characteristics of damage needed for pest recognition.
- B. Recognition of relevant pests.
- C. Pest development and biology as it may be relevant to problem identification and control.

V. **Pesticides.** Factors such as:

- A. Types of pesticides.
- B. Types of formulations.
- C. Compatibility, synergism, persistence and animal and plant toxicity of the formulations.
- D. Hazards and residues associated with use.
- E. Factors which influence effectiveness or lead to such problems as resistance to pesticides.
- F. Dilution procedures.

VI. **Equipment.** Factors including:

- A. Types of equipment and advantages and limitations of each type.
- B. Uses, maintenance and calibration.

VII. **Application Techniques.** Factors including:

- A. Methods of procedure used to apply various formulations of pesticides, solutions, and gases, together with a knowledge of which technique of application to use in a given situation.
- B. Relationship of discharge

and placement of pesticides to proper use, unnecessary use, and misuse.

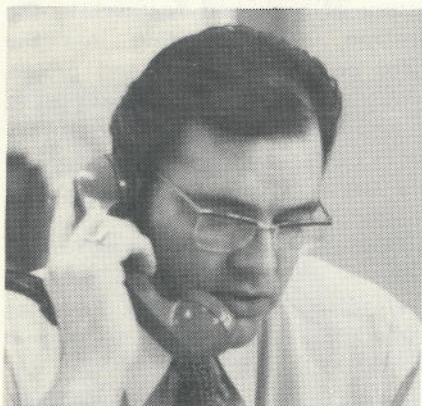
C. Prevention of drift and pesticide loss into the environment.

VIII. **Laws and Regulations.** Applicable State and Federal laws and regulations.

Individuals attending this course should make reservations in Bozeman as early as possible. The course will start at 11:00 A.M. on Monday with registration, and will terminate Friday with examinations to be given at 8:00 A.M. A registration fee of \$20, payable to the Extension Service, will be charged.

Questions concerning the course should be directed to the Pesticide Division, 449-3730, in Helena, or Mike Jackson, 994-3517, Extension Service, in Bozeman.

AIRPORT NOTES



By: **DAVID C. KNEEDLER**, Chief
Airport/Airways Bureau

As you probably know, your Aeronautics Division owns, operates and maintains 12 airway beacons on various mountain tops throughout western Montana. Pilot reports, etc. indicate that these lights are used regularly by pilots as an after-dark VFR "Check point". In addition to the 12 state-owned beacons, the FAA continues to operate eight additional lights in the vicinities of Helena, Bozeman, Butte and Missoula. Incidentally, these are the only beacons remaining in the United States which the FAA operates.

During the heavy runoff last spring, the FAA's Sherman Gulch bea-

con west of Missoula was put out of service by a land slide which destroyed its power source. The beacon has not been returned to service and the agency is considering decommissioning it permanently. This particular light is an obstruction-marker beacon and does not mark an airway as most beacons do. For that reason it may be more dispensable than others in the state and the purpose of this article is to solicit your collective opinions. Among the options open are that:

1. We "encourage" the FAA to make the necessary repairs to the power supply and continue operation of the beacon. (I believe they would be reluctant to do this.)

2. The FAA decommission the beacon and dispose of it through the normal excess property channels.

3. The FAA turn the beacon over to the Aeronautics Division for operation and maintenance.

4. The FAA turn the beacon over to the Aeronautics Division for decommissioning and use as spare parts for our existing airway beacons.

The government has requested our view on this matter but before responding we wish to have the feelings of Montana pilots and in particular, the Missoula area pilots. We will appreciate your contacting us as soon as possible with your reactions and guidance.

You're probably getting as sick of reading about ADAP as I am writing about it. The latest development is the Senate Commerce Committee has finally agreed on a bill for presentation to the full Senate on the 17th of February. Hopefully, by the time you read this they will have acted and a Senate/House Conference Committee will have been established. Although there are undesirable points in both bills, the only thing definite right now is that neither bill will become law in its present form. As this matter develops we will keep you informed as to what we feel are the good and bad points of the legislation.

WHO, ME?

The telephone rings,
You jump out of bed,
Grab the receiver,
While scratching your head.
Now who can this be,
He ought to be hung,
Still he must be my friend,
'Cause my number he rung.
Hello, Who is it,
I was sleeping, my friend,
The FAA's calling,
Quite a pickle you're in.
Remember last night,
About fifteen to seven,
When you filed a flight plan,
ETA at eleven?
Well, it's now after three,
And no word we've received,
We've been searching for you
But now we're relieved.
So we've a favor to ask,
(But he already knows it).
Next time you file one,
Please Mister, "CLOSE IT!"
Thanks to: Raymond Daves
(Courtesy of Idaho's Rudder Flutter)

AVIATION AND SPACE EDUCATION



By: SAM GRIGGS, Supervisor

The working copy of our aviation and space outline for teachers is finally roughed out, some 150 pages.

We met with a group of Helena teachers on Friday afternoon, February 13, at the Aeronautics Division to start preliminary action to improve, expand and implement it into the teacher's daily classroom curriculum. There was considerable interest shown.

The teachers were left with a copy of the outline to study and make specific recommendations as to making it more workable in his/her own classroom.

Our next meeting with them will be on February 27, again to be held at Areonautics.

If any one of you out there would like to join our discussion period, it will start shortly after 4:00 at the Areonautics Division office.

We expect to follow this group of meetings with Helena teachers by further meetings with Butte teachers, again for the express purpose of making it more practical for classroom application.

We then plan on making appointments with principals and teachers at other schools around the state and demonstrate our aviation education wares.

This outline is a complete study of aviation and space efforts from early history of wax and feathers to the airplane, and extending into the space probes, concepts, and projections. It will eventually be broken down into units of science, math, social studies, and language arts. It will include glossaries, concepts, classroom activities, and suggested bibliographies and resource materials.

We plan on having enough copies printed for all interested teachers at no cost to the educator.

CONCORDE GRANTED LIMITED SCHEDULE IN U.S. FOR DEMONSTRATION PERIOD

The British/French Concorde supersonic transport has been granted "limited scheduled commercial flights into the United States for a demonstration period not to exceed 16 months under certain precise limitations and restrictions", according to an announcement made by U. S. Secretary of Transportation, William T. Coleman, Jr.

British Airways and Air France, subject to the limitations set forth by Coleman, each may conduct up to two Concorde flights per day into

JFK airport in New York and up to one flight per day into Dulles airport near Washington.

Permission for the flights may be revoked at any time upon four months' notice or immediately in the event of an emergency deemed harmful to the health, welfare or safety of the American people. Several pages of additional terms and conditions were spelled out in the Coleman decision.

SAFE PILOT SWEEPSTAKES II NEARING CONCLUSION LAST CHANCE TO WIN TOP PRIZE OF \$40,000 AIRPLANE

Pilots have until Wednesday, March 31, to attend a Federal Aviation Administration safety education seminar and qualify to win the \$40,000 airplane and other prizes being offered in the General Aviation Manufacturers Association's Safe Pilot Sweepstakes II. That's only a month—so contact your nearest FAA General Aviation District Office and find out the next seminar planned in your area.

According to Edward W. Stimpson, GAMA president, the FAA has a heavy schedule of safety education programs across the nation in the remaining month of the Safe Pilot Sweepstakes. Pilots who haven't been to one of the more than 2,500 seminars held so far still have a chance to attend and qualify to win the exciting prizes.

First prize is the winner's choice of any new airplane worth up to \$40,000 produced by a GAMA member company. Other prizes include two \$1,000 certificates from the National Business Aircraft Association to be used to improve pilot proficiency, advance ratings or obtain a pilot certificate. There are also two special bonus vacation prizes from the Aircraft Owners & Pilots Association—a 14-day Rhine Discovery Tour for two and a trip for two to AOPA's 1976 Plantation Party in San Antonio, Texas, October 26-31.

Any U. S. resident, 16 years or older, can qualify for the Safe Pilot Sweepstakes II by attending an FAA

pilot education seminar before the contest closes March 31 and simply filling out an official Sweepstakes entry form. A schedule of these seminars can be obtained by contacting the FAA Accident Prevention Specialists in the 83 General Aviation District Offices located throughout the country.

A drawing to select the winners of the Safe Pilot Sweepstakes II will be conducted in April by D. L. Blair Corporation, a national contest administration firm retained by GAMA. The association will announce the winner in mid-April at a large safety seminar now scheduled in Dallas, Texas.

In 1973-74 during the first Safe Pilot Sweepstakes, general aviation had the lowest accident rate in 26 years and 1975-76 looks even better. Preliminary reports indicate that over 220,000 pilots have attended FAA safety seminars while the total number of fatal accidents and total fatalities have been decreased nearly 10% over 1974.

"This response is significant," said Stimpson. "It means that thousands of pilots have voluntarily invested their time in improving general aviation safety. Safe Pilot Sweepstakes II is more than just a contest. It is the industry's way of supporting the FAA's Accident Prevention Program. The goal of this cooperative industry/government effort is the promotion of greater safety consciousness."

BAKER AIRPORT IMPROVEMENTS



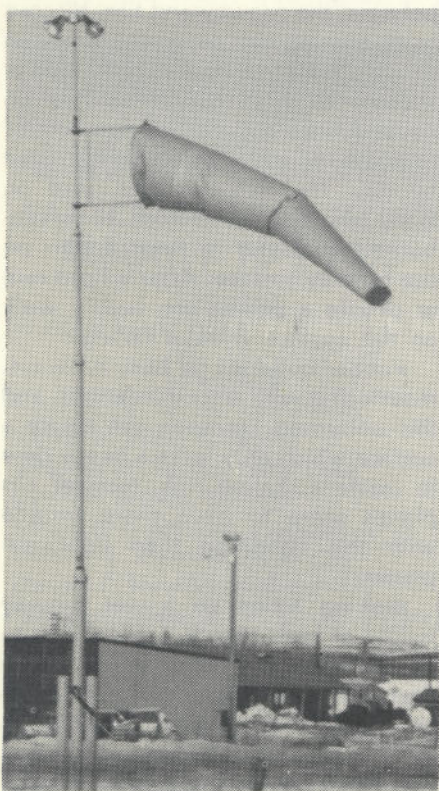
By: GERALD C. BURROWS
Aviation Representative

A mile of new low intensity runway and taxiway lights, a lighted windsock standard and a rotating beacon were recently installed on the Baker Airport. A non-directional

radio beacon (H-marker) and a unicom are programmed for installation this spring.

The City-County Airport Commission of Baker, Tom Overton, Chairman, initially applied for the H-marker and as they became more familiar with our other programs, more items were added to their airport improvement program. The Aeronautics 50/50 program allows a community to purchase low intensity runway lights, rotating beacons, windsock standards and unicom on a one-half cost basis. This program, designed to increase the safety and usefulness of Montana's airports, has met with wide enthusiasm. Several other airports have projects underway for installation in the spring.

Warren Lee, Secretary of the Airport Commission, has worked closely with the state in coordinating these improvements. Other members of the Commission include Russ Culver, Ivan Kloefkorn and Dick Pinnow.



New lighted windsock installed on Baker Airport. New rotating beacon on light pole in background.



Montana-Dakota Utilities crew installing rotating beacon on Baker Airport.

TO ALL FIXED BASE OPERATORS, AIRMAN SCHOOLS AND REPAIR STATIONS



By: LESTER E. SEVERANCE, Chief
General Aviation District Office 5
FAA Rocky Mountain Region

We have been experiencing some difficulties lately involving the scheduling of itinerary written examinations.

When making appointments for itinerary examinations, please give the following information:

1. Type of exam needed — **be specific**. Indicate **flight** instructor or **ground** instructor, **flight** instructor instrument or **ground** instructor instru-

ment, instrument **airplane**, or instrument **helicopter**, etc. We have many exams and unless you give the exact exam required, the wrong one could be sent. Also, for flight and ground instructor exams, please indicate whether you need fundamentals of instructing.

2. Old or New Part 61—Please specify which regulation you are to be examined under and be sure to have the appropriate authorization for the exam.

3. Submit requests early—We cannot fill requests received the Tuesday before examination day. The inspectors leave the office the morning of the **day before** the scheduled itinerary.

Your cooperation in this matter will be appreciated and will assist us in providing better written examination service to the aviation public.

HYDROPLANING



By: **DALE UPPINGHOUSE**
Accident Prevention Specialist
Rocky Mountain FAA—GADO 1

Landing speeds on the newer airplanes tend to creep upward every year or so. The increased speed means more hydroplaning problems. Actually, problems associated with landings and takeoffs on wet surfaces have been with us since Orville had to explain to Wilbur why he slid into the surf at Kitty Hawk.

We are learning more about hydroplaning now if only from tire advertising on T.V. We hear that a magic computer designed tread for automobile tires will stop the problem right there. Until we get this magic tread on our airplane tires we had better be aware of what happens

when we land or try to stop on water covered runways.

DYNAMIC

The first, and the one that commonly comes to mind, is dynamic hydroplaning. This is the "water skiing" type. It occurs when the speed of the airplane causes the water to "pile up" ahead of the tire until the tires (and airplane) are entirely supported by fluid. Movies taken of this condition show the tires actually turning backward. Braking is useless. Treads with deep grooves will tend to allow the rubber to contact the underlying runway surface better than a smooth tire.

Keep the following in mind concerning dynamic hydroplaning:

Once dynamic hydroplaning has developed it will continue at lower speeds and in less water than was required for the condition to develop in the first place.

VISCOUS

The second condition is viscous hydroplaning. Here the fluid forms a thin film which acts as a lubricant between the runway and tire. Viscous hydroplaning can occur any time the runway is damp and at much lower speeds. A pilot may find this on painted lines and on the numbers of runways which are frequently used by jets. The rich mixtures used on these engines at takeoff allow unburned kerosene to form a film on the runway surface. After a light rain or drizzle a person can hardly walk on this surface without falling.

Rubber bulidups on busy runways, resurfacing with smooth coatings, and this unburned kerosene can create a surface which only lacks a heavy dew to create a skating rink. Heavier airplanes seem to have more trouble with this condition than light airplanes.

Braking action on a wet runway is low at high speeds usually due to some degree of hydroplaning and increases as speed decreases. Conversely, on ice and snow the braking action is actually better at high speed and decreases as the aircraft slows.

Awareness of this hydroplaning phenomenon will make you a safer pilot.

THE BALAD OF HEZIKIAH DYER

By: **SHARON HOFF**
Aviation Clerk, RM—GADO-5

Hezikiah Dyer, that ace of a flyer,
That aerial devil of dare.

With a cleft in his chin and a
beautiful grin
And a look of complete debonair.

Says he with his grin that really
could win,

"Today, for a change and nothing
to do,

I'll see what the ol' FAA has to say—
An area I don't often pursue."

With no concentration on any
regulation,
A written test he'd undertake.
Without care or forethought to the
rating he sought,
No advance preparation he did make.

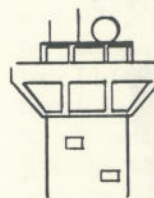
FAR 61 soon did stifle his fun,
For without a written ok
And a show that you know,
No exam can be taken today.

With a thrust of his chin and a look
of chagrin,
Ol' Hez shouted out with a beller—
"You can't do this to me, just wait
and you'll see,
I'll take this to the top feller".

But alas and alack, the rules did not
slack.

For either an ace or a student,
The rules do apply for all who will
fly

And a test you can't take when you
shouldn't.



TOWER OPERATIONS

	Total Operations	Instrument Operations
DECEMBER 1975		
Billings	7,106	2,149
Great Falls	5,885	2,729
Missoula	4,373	690
Helena	4,039	792
JANUARY 1976		
Billings	7,556	2,181
Great Falls	6,606	1,896
Missoula	5,684	707
Helena	4,540	658

FAA INTRODUCES NEW RADAR BEACON CODE SYSTEM

The Department of Transportation has advised that at this time most pilots flying in the 48 contiguous states will be able to keep one individual radar identification code from take-off to landing and not have to bother changing codes as they fly from one area or altitude to another, as a result of the new National Beacon Code Allocation Plan announced by the Federal Aviation Administration.

To achieve this, FAA took the individual, or discrete, codes available for air traffic control purposes, regrouped them and assigned a block of them to each of the 20 domestic Air Route Traffic Control Centers (ARTCC), which handle aircraft operating under instrument flight rules (IFR) between terminals. Other blocks of codes were assigned to each of the more than 60 airports with the computerized automated radar terminal systems called ARTS III.

Under the new setup, when a pilot flying under instrument flight rules (IFR) files his flight plan with the appropriate air traffic control facility, it then will be processed by the computer at the facility and assigned a four-digit beacon code.

As the pilot prepares to take off, he will set his transponder at that code where, in most cases, it will remain for the entire flight. The transponder is a cockpit device that automatically responds to interrogations from ground-based radar by sending coded signals that are processed by computers and the readout is displayed directly on the air traffic controller's radar scope.

Certain discrete beacon codes will continue to be shared by different air traffic facilities, but the facilities will be widely separated geographically to avoid potential conflicts. No two aircraft operating in the same Center airspace, for example, will ever be assigned the same discrete code.

The new system also will introduce changes for the pilot flying under Visual Flight Rules (VFR) who use

nondiscrete codes and generally operate outside the air traffic control system. For example, VFR pilots will be able to stay on code 1200 regardless of altitude. Before, they had to switch to code 1400 when they operated at 10,000 feet or above.

Also, VFR pilots requesting radar advisory service will have to reply on a separate discrete code rather than on the nondiscrete code 1200 used by other VFR aircraft. And, when they no longer need that service, they will be asked by air traffic control to "Squawk VFR (code 1200)" to show they understand it is terminated.

FAA said all the procedural changes brought about by the new system will be described in the February Airman's Information Manual, Part 1.

The National Beacon Code Allocation Plan is published as an Advisory Circular (90-69) that may be obtained free by writing to the U. S. Department of Transportation, Publications Section TAD 443.1, Washington, D. C. 20590.



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

STUDENT

Frank A. Wills, Butte

PRIVATE

Kenneth M. Taylor, Lewistown
James H. West, Glasgow
Virginia M. Toews, Lame Deer
David S. Brown, Billings
Kenneth R. Aamold, Hobson
William L. Mathers, Miles City
Donald P. Hawley, Billings
Ken Dana, Helena
Gary M. Meland, Havre
Kenneth L. Lighthizer, Glasgow
Mark H. Anderson, Florence
David Schuler, Dutton
Jerry L. Russell, Butte
Ronald C. Kelley, Deer Lodge
George T. Lund, Reserve
Karen M. Fisher, Rudyard
Craig W. Randall, Broadus

Ronald E. Lund, Whitefish
Glen H. Hargrove, Bozeman
Byron L. Martinell, Dell
Walter F. Jackovich, Butte
William D. Shiell, Kalispell
Leonard L. Dick, Richey
Jerome E. Podbielski, Great Falls
Floyd L. Grassman, Power

COMMERCIAL

Robert M. Kelley, Billings
Dennis L. White, Miles City
John J. Sarti, Butte
Joseph M. Slager, Butte
Jerald W. Smith, Missoula
Justin M. Ferguson, Big Timber
William R. Ferguson, Livingston (RH)

INSTRUMENT RATING

Roger D. Croghan, Great Falls

MULTI-ENGINE RATING

Clinton J. White, Polson
Charles H. Barton, Bigfork

FLIGHT INSTRUCTOR

Gary L. Hansen, Kenmare, ND (FII)
William I. MacLachlan, Bigfork (FIA)
Thomas E. Sands, Kalispell (FIA)

GROUND INSTRUCTOR

Perry A. Scheidecker, Red Lodge
(AGI)

REPAIRMAN—RADIO

Milton C. Jaehnig, Missoula



CALENDAR

March 18-19—Board of Aeronautics Meeting, Helena.

March 22-26—Aerial Applicators Training Course, Montana Department of Agriculture, Bozeman. (See next issue for more details)

April 5-9—Aeronautics Division sponsored Flight Instructor Refresher Course, Travelodge, Helena.

April 30-May 2—MPA Convention, Havre, Montana.

May 20-21—Board of Aeronautics Meeting, Helena.

May 27-31—Angel Derby, Quebec, Canada to Fort Lauderdale, Florida.

June 1—Yellowstone Airport, West Yellowstone, Montana opens for the season.

June 11-13—National Pilots Association 11th Annual Summer Fly-in Weekend, Basin Harbor Club, Vergennes, Vermont.

June 13—Havre Airshow by Jim Franklin Team.

June 13—Langhus Fly-In, Big Timber.

July 4 — Sondreson Fly-In, Polebridge.

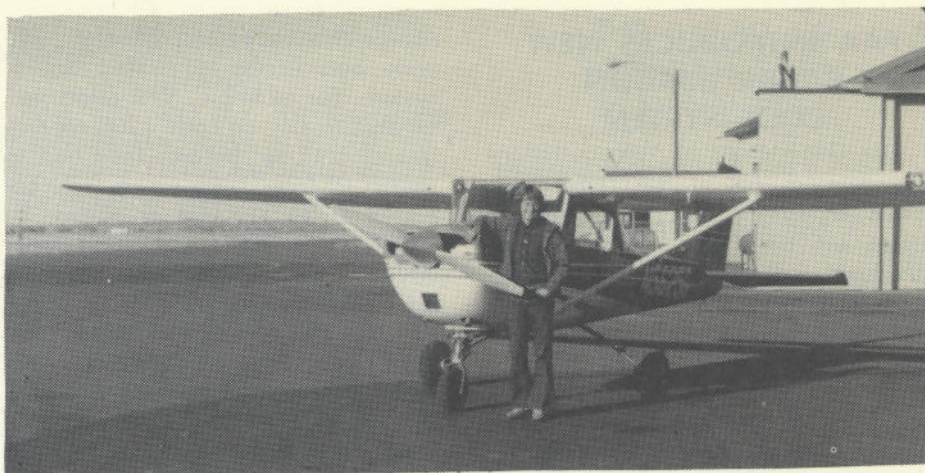
July 10—Wolf Point Wild Horse Stampede and Fly-in.

July 17—Schaefer Meadows Flying Farmer Fly-in.

July 22-23 — Board of Aeronautics Meeting, Helena.

September 23-24—Board of Aeronautics Meeting, Helena.

October 26-31—AOPA 1976 Plantation Party, San Antonio, Texas.



YOUTH SOLOS

Aaron Ramage flew his first solo on November 12, 1975, his 16th birthday, in a Cessna 150 with a

total of 22.1 hours logged. Aaron's flight instructor is Orville Moore who is employed by the Miles City Aero Service.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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Helena, Montana 59601

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